



DEPARTMENT OF TRANSPORTATION

TAD-493
NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-48

Broadcast: Friday, March 1, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, March 1, has a consumer bulletin and a story on a warning against an infant carrier unsafe for use in cars. First the consumer bulletin following a lead-in.

The Department of Transportation's National Highway Traffic Safety Administration has issued a Consumer Protection Bulletin to warn owners of 1971 and 1972 Chevrolet and GMC Pickup Trucks that a number of reports of tie-rod failures have been received and verified in a Federal investigation. The Department's Director of Consumer Affairs, Ann Uccello explained.

MISS. UCCELLO: "We are urging owners of 1971-72 Chevrolet pickups, Models C-10, G-10 and P-10 and 1971 and 72 GMC pickups models C-1500, G-1500 and P-1500, to be especially alert to any loose steering -- regular inspections are important -- and report any tie-rod end failures to the Department of Transportation.

"The tie-rod is a crucial element of the pickup truck's steering system, and if either of it's connections to the front wheels fail or separate, loss of steering and vehicle control may result.

"The Consumer Bulletin points out that a majority of the tie-rod failures have occurred in off-road use, but the Safety Administration needs more information from owners, regardless of the demand of or type of works the trucks are handling."

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Next, the infant carrier story.

"The Department of Transportation said today that the "Carry Seat", manufactured by Baby World Company, Inc., of Greack Neck, New York, may cause severe injury to a child if it's used as a car set in a vehicle involved in an impact or sudden stop. According to the National Highway Traffic Safety Administration, the manufacturer is urging parents who own the seat to stop using it in motor vehicles. The "Carry Seat" is designed for other uses and does not conform to the Federal Safety Standard calling for distribution of restraining forces across the chest and pelvic areas of the child."

The company said it has sold almost 400,000 "Carry Seats".

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-49

Broadcast: Monday, March 4, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, March 4, has an actuality with Transportation Secretary Brinegar on cities needs. It follows a lead-in.

Transportation Secretary Claude Brinegar responding to questions at the Presidential Classroom for Young Americans today in Washington, commented on what most cities need to ease congestion and Federal expenditures.

SECRETARY BRINEGAR: "Most of our cities, and here I will leave off only maybe the top 6 or 7 in size, really need traffic management--they need good bus systems, they need good carpooling programs... they need a whole series of efforts to manage the traffic flow. The urban transportation -- urban traffic problem, when you look at it, is largely a problem of about 3 hours a day (when) the streets are crowded. The rest of the time there is all kinds of capacity. So, you can get at it a number of ways and perhaps as well as any is by stretching out the work hour, by cutting the peak off when everybody goes to work and comes home. That sort of thing I think we'll see much more of in the years ahead. We are putting out a lot of money. We'll shortly be administering a program of over 2 billion dollars a year to help the cities -- some will always cry 'That's not enough', but we think that's about as much as can be intelligently spent right now."

This has been the Transportation News Report.



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

Monday, March 4, 1974

Phone: (202) 426-4321

UNITED STATES RAILWAY ASSOCIATION News Bulletin #8

The Board has approved the employment of James A. Hagen as Vice President, Operations and Facilities Planning.

Mr. Hagen, 41, is Associate Federal Railroad Administrator, Office of Economics, and has been with the FRA since December 1971. He has been a principal advisor to the Secretary in the formulation and implementation of the Regional Rail Reorganization Act.

As Vice President, Operations and Facilities Planning, Mr. Hagen will be responsible for preparation of the final system plan for restructuring and operating the railroads serving the Midwest and Northeast.

Before joining FRA, the new USRA executive was from 1963 to 1971 Director of Market Research for the Southern Railway. He began his railroad career in 1958 with the Missouri Pacific Railroad where he held the position of Traffic Analyst in the Pricing Division.

Mr. Hagen is a graduate of St. Ambrose College, Davenport, Iowa, and received his Masters Degree in Economics from the State University of Iowa in 1958. He completed a one-year course in Interstate Commerce Law at Washington University in St. Louis and a one-year course in Computer Programming at the same institution.

He is a member of the ICC Practitioners, the American Society of Traffic and Transportation, and the Transportation Research Forum.

Mr. Hagen is married to the former Mary Louise King. They and their two children live in Arlington, Virginia.

Federal Judge John R. Fullam on March 1 authorized the Penn Central Trustees to implement and consummate an agreement with the Secretary to make payment of some \$10.8 million of installments on equipment obligations.

The Department on March 1 paid \$85,837 of Penn Central obligations, in addition to the \$6.8 million paid previously. The balance of the installments will be due and payable March 15.

The Secretary has delegated to the Federal Railroad Administrator his authority to make payments and loans under the financial assistance programs prescribed by Sections 213 and 215 of the Act.

Section 213 authorizes the Secretary to pay up to \$85 million to trustees of railroads in reorganization for providing essential transportation services pending implementation of the final system plan. The Secretary is authorized to determine the terms and conditions of such payments, and recipients of the payments must also agree to maintain and provide service at a level no less than that in effect on January 2, 1974. The Penn Central payments were made pursuant to this section.

Section 215 authorizes the Secretary, with the approval of the Association, to enter into agreements with railroads in reorganization in the region and with railroads leased, operated or controlled by railroads in reorganization for the acquisition, maintenance or improvement of railroad facilities or equipment necessary to improve property that will be in the final system plan. For these purposes, the Association is authorized to issue obligations in an aggregate amount not to exceed \$150 million.

Requests have been received from the Central Railroad of New Jersey for \$5.5 million under Section 215, and from the Lehigh Valley Railroad for \$8 million under Section 213.

Regulations prescribing procedures and guidelines for each of these programs will be published in the Federal Register on March 6, 1974.

The Secretary on March 1 published a Supplement to Volume II of his February 1 Report. The Supplement describes the zone in Wisconsin added to the region by the Interstate Commerce Commission on January 23, 1974. It also includes all corrections in the February 1 report noted to date.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-50

Broadcast: Tuesday, March 5, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, March 5, has an actuality on a locomotive-auto crash test. It follows a lead in.

A diesel locomotive crashed into a car at 50 miles per hour today at the Department of Transportation's High Speed Ground test Center in Pueblo Colorado, in a test for data on the crashworthiness of rail equipment and highway vehicles. Christopher Knapton, of the Federal Railroad Administration, made these comments after the test.

MR. KNAPTON: "When you pit a 130-ton locomotive against a 2-ton automobile, there's little doubt as to who's going to win. And when the point of impact is right at the driver's seat, the odds against survival are great. Today's tests, conducted here in the Colorado plains at the Federal Railroad Administration's 50-square-mile test center, weren't designed to determine who will win the contest. Rather, with 42 instrumentation points and 13 high speed cameras, the Department of Transportation is finding out exactly what happens when a car gets itself in the way of a train. It's expected that baseline data collected here will assist in the design and development of devices that will soften the blow--that will reduce the severity of accidents and the numbers of lives lost. The prime goal, of course, is to prevent the accident from happening in the first place. But, at the same time, technicians here are working to buffer the crash, ease the impact, and save lives."

This has been the Transportation News Report.



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-51

Broadcast: Wednesday, March 6, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, March 6, has a cut on a new method to prevent truck hijackings, it follows a lead in.

Assistant Secretary of Transportation for Environment, Safety, and Consumer Affairs, Benjamin O. Davis Jr. in a New York speech today, told a Motor Truck Association crime conference about a system under development which will help prevent truck hijackings, he said...

ASSISTANT SECRETARY DAVIS: "The Department of Transportation, with the cooperation of the New York City government and the police, is developing a yet unnamed system to stop truck hijackings. Simply put, it is a box installed in the truck, working off the ignition or fuel system in conjunction with a timing device. If unauthorized persons attempt to seize the vehicle, the engine stops."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-52

Broadcast: Thursday, March 7, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, March 7, has an actuality on electrification of railroads. It follows a lead-in.

A Department of Transportation report released this week recommended considering electrification of high-density rail lines. Deputy Federal Railroad Administrator Henri Rush commented on the advantage of such a move...

MR. RUSH: "One of the interesting things about electrification is that it appears to be good for everybody. At a time of energy shortage, we have studied all of the transportation modes to determine the susceptibility to transferring them off oil. The only, at present in any event, feasible transfer of a major portion of traffic by one of the modes off oil is electrification of certain segments of the rail system-- using wayside generating facilities that would burn coal probably for the short run and ultimately would use atomic energy."

Mr. Rush pointed out that electrification would be feasible on rail segments carrying dozens of trains for runs of over 200 miles.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-53

Broadcast: Friday, March 8, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, March 8, has a report on an electronic anti-truck-hijacking device. It follows a lead in.

Efforts at reducing truck hijackings have brought about several innovations, one of which is an electronic identification system which responds to signals from a central location. Assistant Secretary of Transportation for Environment, Safety, and Consumer Affairs Benjamin O. Davis Jr. explained the process this week to a motor truck association crime conference...

ASSISTANT SECRETARY DAVIS: "The Department is developing a kind of mobile electronic license plate. It's a system that sends out radio signals asking trucks where they are, and the trucks will answer. It works this way: a sending unit mounted in ground vehicles or on helicopters beams out the call letters of a missing rig over its planned route; this signal activates a receiver-transmitter inside the truck, which responds with its identity; the sending unit personnel can then plot the direction and the location of the hunted vehicle. We are especially thinking of applying this concept in the New York City-Northern New Jersey area, where hijack losses in truck cargo lead the nation. And we believe that the electronic "license plates" may end up costing less than \$50 per truck."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

March 11, 1974

Phone: (202) 426-4321

UNITED STATES RAILWAY ASSOCIATION News Bulletin #9

Secretary Brinegar has established a Northeast Corridor Program Office, reporting directly to him. The Office will be headed by Asaph H. Hall who will assume this task in addition to his position as Special Assistant to the Secretary.

This new office will be responsible for developing a complete program plan for meeting the goal of improved rail passenger service in the Corridor as set forth in Section 206(a)(3) of the Regional Rail Reorganization Act. It also will coordinate the engineering studies and improvements relating to the Corridor as required of the Secretary by Section 601(d) (3) of the Act. These activities will be carried out in close coordination with AMTRAK and the U.S. Railway Association.

The Department will request approximately \$6.5 million to fund these initial Northeast Corridor program activities. This request will be presented as part of the DOT supplemental appropriations budget request at a March 14 hearing before the House Appropriations Subcommittee on Transportation.

The Judicial Panel on Multidistrict Litigation on March 4 designated the special court for the consolidation of all judicial proceedings with respect to the final system plan.

The special court will sit in Washington, D.C., as urged by USRA's petition. The Panel reserved decision on the portion of USRA's petition requesting that the cases challenging the constitutionality of the Act, now five in number, be consolidated in the special court.

The special court will consist of Judge Henry J. Friendly, Second Circuit; Judge Carl McGowan, D.C. Circuit; and Judge Rozel C. Thomsen District of Maryland.

The Erie-Lackawanna Railway Company has applied for USRA approval of an interim discontinuance of the Cleveland-Youngstown commuter train under Section 304(f) of the Act. That section permits, under stated conditions, discontinuance between the effective date of the Act and the adoption of the final system plan. USRA will prepare a notice of the request for publication in the Federal Register.

Regulations prescribing procedures and guidelines for loan agreements with railroads in reorganization as provided by Section 215 of the Act were published in the Federal Register on March 7. Regulations covering emergency payments to railroads under Section 213 were published on March 8.

The Chicago, Rock Island and Pacific Railroad Company submitted to the Association on March 8 a preliminary application for a loan of \$100 million under the provisions of Section 211 of the Act. That section authorizes the Association to provide financial assistance to any railroad which connects to a railroad in reorganization, and is in need of financial assistance to avoid reorganization proceedings under section 77 of the Bankruptcy Act.

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DEPARTMENT OF TRANSPORTATION
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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-54

Broadcast: Monday, March 11, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, March 11, has two actualities on offshore oil drilling and shipping animals by air. The first cut concerning offshore oil follows a lead-in...

Under Secretary of Transportation John Barnum speaking today to the National Ocean Industries Association in Washington, commented on offshore oil drilling and pollution...

UNDER SECRETARY BARNUM: "Considering that the petroleum industry has experienced only a few massive spills in 25 years of offshore drilling operations, involving more than 17,000 wells, I believe the confidence in industry to help meet our energy needs without damaging the environment is well-founded and well-placed. May I also say it's essential that the industry keep the faith -- and a clean record -- if we are to triple the rate of Outer Continental Shelf leasing, as the President directed in his September 1973 message on marine activities. Less than one percent of the shelf is now supplying 15 percent of the U.S. domestic crude oil. There is great potential for expanding this source, but the public will only allow that development if the water and the beaches are kept clean."

The following actuality and lead-in concerning animals travelling by air is held for release until Tuesday, March 12.

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The Department of Transportation's Federal Aviation Administration has proposed a rule to improve handling and stowage of pets and other live animals shipped by air. The assistant chief of FAA's Flight Operations Division, Curtis McKay, explained the proposal...

CURTIS McKAY: "From the reports of deaths and injuries to animals that we have received, indications are that improper stowage was frequently the cause...either the animal containers were not secured properly, or other cargo shifted in flight, which often cut off the air supply to the animals or damaged their containers.

"The FAA proposal would require that all animal containers be secured in compartments to prevent shifting or tumbling during flight...and that ventilation areas not be obstructed. The proposal also would require securing the containers by webbing or other means to prevent other cargo from contact with the containers."

The Broadcast News Service for Tuesday, March 12, will feature Secretary Brinegar's Congressional testimony on the Unified Transportation Assistance Program.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

March 12, 1974

DOT 21-74

(202) 426-0677

The Department of Transportation announced proposed regulations for the removal, withdrawal, substitution, and addition of Interstate System segments, and for the substitution of public mass transit projects for Interstate segments. The announcement was made jointly by the Department's Urban Mass Transportation and Federal Highway Administrations.

The notice of the proposed amendments to Title 23, United States Code, was published in the March 11 edition of the Federal Register.

Under existing law, States are required to notify the Federal Highway Administration by June 1 of this year of what action they intend to take regarding each designated Interstate segment which has not yet been advertised for bids. On July 1, the Federal Highway Administrator must remove from the Interstate System all segments for which he has not received proper notification, unless he finds a segment essential to a unified and connected Interstate System. By July 1, 1975, States are required to provide the Federal Highway Administrator with a schedule for the completion of their Interstate segments, along with adequate assurances that they will be constructed. If such information is not received, the segments will be removed from the System.

In providing the required notification of its plans to FHWA by June 1 of this year, a State, if it does not intend to construct the Interstate segment, has the following choices:

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1. It may elect to transfer the segment to another part of the State, subject to the limitation that the estimated cost of the new segment may not exceed the cost of the transferred segment.
2. The State may seek modification or revision of the segment by the Federal Highway Administrator.
3. The State may simply not build the segment, in which case the mileage and Trust Fund monies would be available to other States.
4. The State may elect not to construct a segment and instead use an equivalent amount of money from the General Fund on a nonhighway public mass transit project. The money for the Interstate segment not built would remain in the Trust Fund, and the mileage would be available to other States. The proposed mass transit substitute would be administered by the Urban Mass Transportation Administration.

For a mass transit project to be eligible for substitution for an Interstate segment, the segment must be within an urbanized area and it must have been a designated part of the Interstate System on August 13, 1973.

When such a substitution is desired, the State Governor and local governments concerned must submit to the Federal Highway Administration a request that the segment be withdrawn from the Interstate System, and the request must have the concurrence of the responsible local officials. It must specifically state an intent to substitute a mass transit project for the withdrawn segment, and it must include assurance that a toll road will not be built in the traffic corridor from which the segment is to be withdrawn.

Under the proposed regulations, withdrawal of the Interstate segment can be approved on one of two grounds: (1) on the basis that the segment is not essential to the overall System; or (2) that it is not essential in that a mass transit project can provide the transportation service that the Interstate segment would have provided.

Approval of a withdrawal request would assure the availability of General Fund monies in an amount not to exceed the cost of the Interstate segment, as indicated by the 1972 Interstate System Cost Estimate, to pay the Federal share of the cost of the substitute mass transit project. Withdrawal approval would not, however, obligate Federal funds; that would be dependent on approval of the substitute transit project by UMTA.

The proposed regulations also provide that "people-movers" or personal rapid transit type projects could be included as "nonhighway public mass transportation projects."

Under the proposed regulations, "responsible local officials" are defined as the "Principal elected officials of general purpose local governments, acting through the areawide transportation planning organization which has been designated by the Governor as responsible for carrying out the provisions of Title 23."

"Local governments concerned" is defined as "the local units of general purpose government within whose jurisdiction an Interstate segment lies or is to be withdrawn, added, or substituted." Whether or not a particular governmental entity is a unit of general purpose government is dependent on the State law.

Written inquiries, comments, views and arguments on the proposed regulations may be submitted to the Federal Highway Administration, Room 4226, 400 Seventh Street, SW., Washington, D.C. 20590, on or before April 15, 1974.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

BROADCAST NEWS SERVICE 74-55

Broadcast: Tuesday, March 12, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, March 12, has three cuts of Transportation Secretary Brinegar testifying today before Congress. The 3 cuts are included in two self-contained stories.

Transportation Secretary Claude Brinegar discussed the Unified Transportation Assistance Program (UTAP) in Congressional testimony today. Describing the program for large and small urban areas as well as rural areas, he said:

SECRETARY BRINEGAR: "It provides for a \$19.3 billion program over the next six years, \$11.6 billion of which is new money. This is obviously a significant federal commitment to a serious National issue. I should stress, however, that it does not, by any means, meet every city's desires for transportation money. We do not believe it is possible nor fair to the Nation's taxpayers to accept such an open-ended obligation. We have designed UTAP to assist in meeting high-priority needs. We believe that the states and local governments are fully capable of providing the additional needed funding."

The Secretary dealt with a new element in the proposed legislation as he testified before the Transportation Subcommittee of the Senate Public Works Committee.

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SECRETARY BRINEGAR: "The UTAP bill would strengthen the transit systems by providing additional capital assistance and authorizing payments to provide operating funds for public transit systems where such payments will result in service improvements."

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Transportation Secretary Claude Brinegar testified before Congress today on the \$19.3 billion Unified Transportation Assistance Program. He turned to the bill's effect on small urban and rural transportation, after covering its proposed assistance for large urban areas.

SECRETARY BRINEGAR: "Our bill would extend the two-year rural highway public transportation demonstration program authorized by the Federal-Aid Highway Act of 1973 for an additional year, authorize an additional \$45 million for it, and expand its coverage to include small urban areas (5,000-50,000 population). The bill also adds the payment of operating expenses as an eligible demonstration program expenditure. To further strengthen rural and small urban public transportation systems, the bill makes primary and secondary system funds available for the purchase of buses in these areas."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-56

Broadcast: Wednesday, March 13, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, March 13, has an actuality on a rule on boarding an aircraft with a weapon, it follows a lead-in...

The Department of Transportation's Federal Aviation Administration has proposed a rule to make attempts to carry a gun or other dangerous weapon on board an aircraft without proper authorization subject to civil penalties in addition to or in lieu of criminal prosecution. The Chief of FAA's Air Operations, Security Division, Albert Butler, commented...

ALBERT BUTLER: "Our regulations presently prohibit anyone -- other than a local, State or Federal official who is authorized to carry arms -- to have a dangerous weapon in his possession while on board an aircraft. There is nothing in the regulations, however, which prohibits an armed person from attempting to board an airplane.

"The FAA, subsequently, has been unable to assess civil penalties against persons found with unauthorized weapons in their possession during the pre-board screening operation. The only recourse has been criminal prosecution, which is not appropriate in many circumstances.

"The Federal Aviation Administration is proposing this rule to extend the present prohibition against carrying weapons on board to cover passengers in the boarding process...the new rule would subject violators to civil penalties of not more than \$1,000."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-57

Broadcast: Thursday, March 14, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, March 14 has two parts. The first concerns the Transportation Improvement Act and the second concerns the National Transportation Policy. They each follow a lead-in.

Transportation Secretary Claude Brinegar, in a Washington Speech today before the Coast Guard Officers Association, talked about the future of the nation's railroads and the Transportation Improvement Act.

SECRETARY BRINEGAR: "All the railroads of America need help. And to achieve this, we have set up what we call the Transportation Improvement Act -- which is now before Congress -- which is aimed at bringing into the Twentieth Century this over-all approach of the ICC to rail regulation. Further down the road, the railroads must address the question of mergers on a nation-wide basis. We do not truly have a nation-wide rail system, we have a whole series of carriers that loosely tie together. I think we must address those matters -- and matters of better freight-car technology -- if we are going to bring railroads to the point where they can really serve our country as they must."

Secretary Brinegar also referred to the direction needed in national transportation policy.

SECRETARY BRINEGAR: "The transportation capacity of our country, is, to me largely in place. But what we must turn to now is a question of managing this capacity more intelligently. I do not see that the Federal role is now to rush out and build a lot of things -- or enable them to be built -- but rather the Federal role is to concentrate on managing what we have more intelligently."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-58

Broadcast: Friday, March 15, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, March 15, concerns bus transportation improvements.

Intensive improvements to aid bus mass transit operations, requiring low capital investments, are having a significant impact on the Nation's commuter habits in congested urban areas, according to the U.S. Department of Transportation. The improvements strive for maximum utilization of existing roadways and include such projects as exclusive bus and carpool lanes, bus priorities on city streets, park-ride facilities, metered freeways and computerized traffic control systems. Unlike long-term construction projects, this type of approach produces an immediate effect. Private auto commuters are diverted to public transportation and bus performance is improved. Results are lower costs, increased speeds, improved reliability, reduced pollution and substantial fuel savings. The improvements are being implemented at the local level and receive financial assistance through the Department's Urban Mass Transportation and Federal Highway Administrations.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
March 18, 1974

DOT 22-74
Phone: (202) 426-4321

Secretary of Transportation Claude S. Brinegar today announced the allocation of \$1.175 million to 39 states in 50-50 matching grants for the purpose of strengthening gas pipeline safety programs.

The allocations, ranging from \$1,650 to \$47,678 will be used to promote programs meeting the requirements of the Natural Gas Pipeline Safety Act.

"This ongoing Federal-State funding program is a means of continuing to improve safety in pipeline transportation," Secretary Brinegar said. "While improving safety in all modes is one of the Department's primary missions, this program takes on added significance in view of pipeline transportation's high degree of energy-efficiency."

The money being allocated will be used to improve safety programs through personnel training, increased inspection of gas facilities and the procurement of equipment.

The allocations are:

ALLOTMENT OF FY 1974 FEDERAL FINANCIAL ASSISTANCE FUNDS TO STATES
AGENCIES FOR GAS PIPELINE SAFETY PROGRAMS
(\$1,175,000 to 39 STATES)

<u>STATE</u>	<u>AMOUNT OF FEDERAL FUNDS</u>
ALABAMA	\$ 47,678
ALASKA	12,414
ARIZONA	17,169
ARKANSAS	28,200
CALIFORNIA	47,678
COLORADO	25,071
CONNECTICUT	25,149

<u>STATE</u>	<u>AMOUNT OF FEDERAL FUNDS</u>
GEORGIA	\$ 47,678
HAWAII	12,500
IDAHO	16,107
ILLINOIS	42,291
INDIANA	36,627
IOWA	36,129
KANSAS	43,184
KENTUCKY	47,678
MAINE	17,713
MARYLAND	9,115
MICHIGAN	47,678
MINNESOTA	29,925
MISSISSIPPI	41,615
MONTANA	18,150
NEBRASKA	28,352
NEVADA	12,694
NEW HAMPSHIRE	13,696
NEW JERSEY	47,678
NEW YORK	47,678
NORTH CAROLINA	43,477
NORTH DAKOTA	1,650
OHIO	47,678
OREGON	20,175
PENNSYLVANIA	47,678
SOUTH DAKOTA	11,197
TENNESSEE	47,678
UTAH	11,225
VERMONT	11,940
WASHINGTON	10,465
WEST VIRGINIA	47,678
WISCONSIN	35,754
WYOMING	38,556
 TOTAL	 \$1,174,998

DEPARTMENT OF TRANSPORTATION
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DEPARTMENT OF TRANSPORTATION

TAD-492
NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

March 18, 1974

Phone: (202) 426-4321

UNITED STATES RAILWAY ASSOCIATION News Bulletin #10

The Board of USRA has approved the appointment of Edward G. Jordan of San Gabriel, California, as President of the Association and of Alan L. Dean of Arlington, Virginia, as Vice President, Fiscal and Administrative Services.

The Regional Rail Reorganization Act provides that the USRA President be recommended to the Board by the Secretary of Transportation. The President, as the chief operating officer, is charged with the responsibility of managing and supervising the affairs of the Association, subject to the direction of the Board.

Mr. Jordan, 44, is President of Pinehurst Corporation of Los Angeles, a diversified insurance services company engaged in the U.S. and abroad in underwriting, brokerage and consulting services. During the past year with Pinehurst, he restructured the company's management and has been arranging its refinancing following serious losses incurred prior to his joining the firm in 1973. He came to Pinehurst from Computing and Software, Inc., of Los Angeles, where he was Group Vice President and responsible for subsidiaries engaged in providing financial services, manpower training programs, personnel and marketing services.

From 1961 to 1968, Mr. Jordan was employed by Avery Products Corporation of San Marino, California, where he rose to the position of Vice President and General Manager of the firm's Metal-Cal Division.

Mr. Jordan was graduated with honors from the University of California in 1951 and in 1953 received his M.B.A. degree from Stanford University.

He began his business career in 1953 with the Ford Motor Company and was successively employed in executive positions by Procter & Gamble; Booz Allen & Hamilton; and Hunt Foods & Industries, Inc.

A native Californian, Mr. Jordan is married to the former Nancy Schmidt. They and their four children soon will move to the Washington area.

Mr. Jordan plans to assume his duties with the Association on March 25.

Mr. Dean, 55, the new Vice President, has been since January 1973 special adviser to the Under Secretary of Health, Education and Welfare. In that position he assisted headquarters and field officials in the transition from a centralized operation to a more efficient, decentralized system of management.

Prior to joining HEW, Mr. Dean for two years was Deputy Assistant Director of the Office of Management and Budget and Coordinator of the President's departmental reorganization program.

From 1967 to 1971, Mr. Dean was Assistant Secretary of Transportation for Administration. Prior to that, as an Associate Administrator of the Federal Aviation Administration, he assisted in drafting the legislation that authorized the Department of Transportation.

Mr. Dean was born in Portland, Oregon, and in 1941 graduated from Reed College in that city. He earned his master's degree in public administration from the American University in 1955.

The new USRA executive began his long Federal service in 1941 with the War Department in San Francisco. In 1946, he was appointed Director of the Department's School of Civilian Personnel Management in Washington.

Mr. Dean in 1947 joined the Bureau of the Budget as a Senior Management Analyst. While with the Bureau, he helped plan the organization and the legislation authorizing the Federal Aviation Administration.

Mr. Dean is a past member of both the Planning Commission and the Board of Supervisors of Arlington County, Virginia. He is a trustee of Reed College and a member of the Advisory Board of Nova University in Fort Lauderdale, Florida. He has held a number of offices in professional organizations including the present positions of Chairman of the American Consortium for International Public Administration and the United States' member on the Committee on Administrative Practices of the International Institute of Administrative Sciences.

Mr. Dean is married to the former Vera Alta. They are the parents of three daughters.



DEPARTMENT OF TRANSPORTATION

TAD-493
NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-59

Broadcast: Monday, March 18, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, March 18, has an actuality on proposed highway safety passive restraint requirements. It follows a lead-in...

The U.S. Department of Transportation's National Highway Traffic Safety Administration is proposing requirements which call for mandatory passive restraint systems - such as air cushions - in the front seats of cars built on or after September 1 of 1976. Lap belts would still be required for rear seats.

Dr. James Gregory, Administrator of the safety agency, commented:

DR. GREGORY: "We find, on the basis of available evidence, that passive systems, which do not depend on the specific action of drivers and car occupants, are practical and will provide much greater levels of life and injury-saving protection than belt systems which are installed in cars today. If cars can meet a rollover test by passive means, no front seat belt systems will be necessary. However, if the passive system cannot meet this test, then lap belts would be required in the front seat with a warning system. September 1, 1976, is the earliest date we believe passive protection systems can be installed in all cars sold in this country."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-60

Broadcast: Tuesday, March 19, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday, March 19, has two cuts of Secretary Brinegar from Congressional testimony today on unified transportation legislation. Each follows a lead-in.

Transportation Secretary Claude Brinegar said today that the administration's proposed Unified Transportation Assistance Program is designed to assist states and local governments in meeting "high priority needs." Citing existing urban programs to the Transportation Subcommittee of the House Public Works Committee, he pointed out problems the legislation is designed to help solve in the urban and rural areas:

SECRETARY BRINEGAR: "First, our two present urban programs are too dissimilar, short-term, and inflexible to permit the cities to make really good, coordinated, long-term transportation plans.

"Second, our really large urban areas need greater Federal financial commitments for transportation uses than are presently available through the two existing programs.

"Third, some of our urban areas clearly need the flexibility to use available Federal funds either for capital or as a supplement to operating costs. By opening up the range of uses, as UTAP does, we are confident we will see better local planning, better local resource usage, and better local public

"And fourth, many of our rural and small urban areas are increasingly without any forms of public transportation. Although a rural bus program could offer a low-cost way of helping such areas, we currently are limited in our abilities to help fund the capital and operating costs of such systems."

The U.S. Department of Transportation has proposed a \$19.3 billion dollar Unified Transportation Assistance Program designed to help urban and rural areas in a six-year period. Transportation Secretary Claude Brinegar - appearing today before the Transportation Subcommittee of the House Public Works Committee - noted the priority transportation needs of urban areas, but added:

SECRETARY BRINEGAR: "We have a strong commitment to developing effective rural and small urban surface transportation programs to meet the changing needs of these areas of our country, and I urge you not to consider the emphasis in UTAP on urbanized area programs as a decision to deemphasize our programs for these areas."

(Note: The national lines carried only the first cut and lead-in.)

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-61

Broadcast: Wednesday, March 20, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, March 20, has an actuality on commercial drivers and accidents. The two cuts follow a lead-in.

The U.S. Department of Transportation has released two special reports on accidents and commercial drivers. The reports are entitled "Physical Condition Report of Commercial Drivers Involved in Accidents for the Year 1971" and "1970-71 Crash-Injury Ejection Study." Dr. Robert Kaye, Director of the Bureau of Motor Carrier Safety, commented on the significance of the information...

DR. KAYE: "The reports just released should prove invaluable to motor carriers in their safety indoctrination for commercial drivers and help in determining the need for new safety regulations or changes in existing rules. The report on 1971 accidents involving commercial drivers where physical impairment was a factor shows the most common cause is sleeping at the wheel, followed by the influence of alcohol. Other factors were heart attacks, blackouts, and drug usage.

"A 1970-71 crash-injury ejection study showed that the fatality rate for occupants ejected was 42 percent. Improvements made in commercial vehicle door latches in 1967 proved effective in reducing the rate of ejection for those not wearing seat belts. The report also makes clear that the use of seat belts in commercial vehicles definitely can decrease serious injury or death to drivers. The 1971 fatality rate for those drivers not ejected was 28 percent without seat belts, and only 15 percent with safety belts."

For further information call 202-426-0677. This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
March 21, 1974

DOT 23-74
Phone: (202) 426-4321

The U.S. Department of Transportation and the Transportation Association of America will jointly sponsor the 1974 National Cargo Security Conference and Exhibit in Chicago, Sept. 4-5.

Announcement of the fourth annual conference was made today by Secretary of Transportation Claude S. Brinegar and Paul J. Tierney, president of the Transportation Association of America. The theme of this year's conference will be "Joining Forces in Cargo Security -- Management Determination and City Campaigns."

"Only through the cooperation of carriers, shippers and all levels of government can we effectively combat the problem of cargo theft and the high cost it levies on the ultimate consumer of goods," Secretary Brinegar said.

The two-day program will hold formal speeches to a minimum and will concentrate instead on how to halt the theft of cargo enroute from shipper to consignee, a loss that amounts to more than \$1 billion a year.

Both days will largely be devoted to workshop sessions. Unlike other workshops, the Chicago sessions will take place in one room, an arrangement designed to encourage communication.

Participating in the conference and workshops will be representatives of every aspect of cargo movement -- shippers, air, rail, maritime and motor carriers, warehousemen, insurers, labor, and federal and local law enforcement officers.

Included in the conference program is an exhibit of new products and innovations in the field of cargo security and services.

Reservations and information about the conference can be obtained from Mr. Edward J. Sanbourn, Transportation Association of America, Suite 401, 1101 Seventeenth Street, N.W., Washington, D. C. 20036. (202) 296-2470.



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-62

Broadcast: Thursday, March 21, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, March 21, has an actuality from Congressional testimony on highway safety. It follows a lead-in.

Transportation Secretary Claude Brinegar testified today at the Senate Commerce Committee hearing on motor vehicle safety. Secretary Brinegar explained the three types of highway safety programs within his Department aimed at reducing fatalities...

SECRETARY BRINEGAR: "First, we have motor vehicle safety standards issued by the National Highway Traffic Safety Administration. These standards are designed to protect occupants by improving the safety of the vehicle.

"Second, we have numerous programs mostly in cooperation with the safety agencies in the states, to improve the drivers' abilities to either avoid an accident or to take steps, such as wearing of seat belts, to survive one.

"Third, we have a variety of programs administered by the Federal Highway Administration directed at improving the safety of the Nation's highway system. The 1973 Federal-Aid Highway Act specifically established six such new programs (for example, for rail grade crossings, high-hazard obstacle removals, and the like)."

This has been the Transportation News Report.



DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
March 22, 1974

DOT 24-74
Phone: (202)426-4321

Secretary of Transportation Claude S. Brinegar today announced awarding 15 contracts, totaling \$739,208 under the second phase of the department's Fiscal Year 1973 Program of University Research.

"The Program of University Research is designed to involve professors and students in realistic transportation problems experienced at the local, state and federal levels of government and in industry," Secretary Brinegar said.

Some 169 universities from 45 states submitted 373 proposals for review. First awards were made last March, and by June -- when the first phase ended -- the department had issued 34 contracts for a total of \$2,250,474. The FY 1974 Program of University Research began in October, 1973, and awards will be announced later this year.

The program is administered by the Office of University Research under the Assistant Secretary of Transportation for Systems Development and Technology.

Review of the proposals is conducted by office directors in the Office of the Secretary of Transportation. A University Research Review Board, composed of the department's five assistant secretaries and the general counsel, then makes the final selections for awards. In many cases, the DOT award is matched in part by other funds.

The recipients are:

University of Alaska at Fairbanks
Title: Transportation System Development
for Alaska
Principal Investigator: Prof. Victor Fischer

\$74,500 (plus \$10,041
in matching funds)

- more -

University of California at Los Angeles	\$59,904
Title: Research Studies Pertaining to Hydrogen Car Development	
Principal Investigator: Dr. William D. Van Vorst	
 Carnegie-Mellon University	 \$50,146 (plus \$2,500 in matching funds)
Title: Urban Passenger Travel Demand	
Principal Investigator: Prof. Martin Wohl	
 Cornell University	 \$29,806 (plus \$10,225 in matching funds)
Title: Safety Dynamics of Articulated Highway Vehicles	
Principal Investigator: Asst. Prof. Allan I. Krauter	
 Cornell University	 \$42,000 (plus \$20,173 in matching funds)
Title: Mass Transit Development for Small Urban Areas: A Case Study of Tompkins County, New York	
Principal Investigator: Asst. Prof. Arnim H. Meyburg	
 Florida Technological University	 \$20,000 (plus \$3,845 in matching funds)
Title: Synthesis of a Model for Manpower Development in Transportation Safety	
Principal Investigator: Dr. George F. Schrader	
 University of Iowa	 \$58,000 (plus \$11,388 in matching funds)
Title: Re-Use Planning of Transportation Property Abandonments	
Principal Investigator: Dr. Kenneth J. Dueker	
 Massachusetts Institute of Technology	 \$90,000
Title: Methodologies for Developing and Evaluating Effective Railroad Networks	
Principal Investigator: Assoc. Prof. Joseph M. Sussman	
 Massachusetts Institute of Technology	 \$50,000
Title: Utilizing the Existing Regulatory Structure to Influence Port Development	
Principal Investigator: Dr. Henry S. Marcus	
 North Carolina A&T State University	 \$52,000 (plus \$4,400 in matching funds)
Title: Rural Transportation Systems Feasibility Study	
Principal Investigator: Prof. Arthur Saltzman	

Northwestern University \$50,393 (plus \$3,718 in
Title: A Method for Assessing Pricing matching funds)
and Structural Changes on Transport
Mode Use.

Principal Investigator: Asst. Prof. Peter L. Watson

Pennsylvania State University \$35,990 (plus \$1,894
Title: Objective Measures of Ride in matching funds)
Quality

Principal Investigator: Assoc. Prof. William H. Park

Pennsylvania State University \$30,000 (plus \$1,579 in
Title: Advanced Technology Materials matching funds)
Applied to Guideways, Highways
and Airport Runways

Principal Investigator: Assoc. Prof. Della M. Roy

Rice University \$75,000

Title: The Value Capture Policy Research

Principal Investigator: Asst. Prof. Carl P. Sharpe

University of Washington \$21,469 (plus \$6,500
Title: Seminar on the Utility of in matching funds)
Interactive Graphics in

Transportation Systems Design

Principal Investigator: Assoc. Prof. Jerry B. Schneider

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-63

Broadcast: Friday, March 22, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, March 22, has a story on a new Coast Guard regulation. It follows a lead-in.

The U.S. Coast Guard has published a new regulation, under the Federal Boat Safety Act of 1971, concerning the authority to prohibit blatantly unsafe sea voyages. Rear Admiral John F. Thompson, chief of the Coast Guard's Office of Boating Safety, explained the regulation...

ADMIRAL THOMPSON: "The Coast Guard is often being called upon to divert its boating safety and Search and Rescue resources to locate and rescue foolhardy seafarers. The Twelfth Coast Guard District, for example, expended nearly 75,000 man hours in handling only four such manifestly unsafe voyages. The new regulation will permit District Commanders to prohibit the departure of boats on extended and perilous voyages for which they are obviously unsuited. I emphasize that the authority will be limited only to District Commanders, who are of Rear Admiral and Vice Admiral rank, who would not invoke the regulations except in very extreme and unusual circumstances. I think you could say that an operator with no salt water cruising experience attempting to cross the ocean in a canoe is 'extreme and unusual.' Certain factors will have to be considered, such as the design of the boat, its construction, its operational and safety equipment, and the specific voyage intended."

The new regulations are effective April 17, 1974.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

BROADCAST NEWS SERVICE 74-64

Broadcast: Monday, March 25, 1974

The U.S. Department of Transportation Broadcast News Service for Monday, March 25, has an story on money for new bikeways.

"Expenditures have been authorized for the first time for construction of bikeways and pedestrian walkways outside the normal highway right-of-way along Federal-aid highways.

"The new program, established under the Federal-aid Highway Act of 1973, provides for the use of any apportionment - except the Interstate - on a matching basis of 70 percent federal and 30 percent State money.

"The Department of Transportation's Federal Highway Administrator, Norbert Tiemann, said each State Highway Department must decide whether to use its funds in this manner, and if so, how much.

"There is an annual program limitation of 40-million dollars for the U.S. and 2-million dollars for any one state. However, this limitation does not include construction of such pathways on normal highway right-of-way for which Federal-aid funds have been used before."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-65

Broadcast: Tuesday, March 26, 1974

The U.S. Department of Transportation Broadcast News Service for Tuesday March 26, has an actuality on safety aspects of proposed legislation to allow increased lengths and weights for trucks, and a story on testimony by Secretary Brinegar on the Transportation Improvement Act. The actuality is first.--it follows a lead-in.

In Senate testimony today on proposed legislation which would allow longer trucks and heavier loads, National Highway Traffic Safety Administrator Dr. James Gregory gave his view of the safety factors.

ADMINISTRATOR GREGORY: "In our judgment, as we have looked at this Mr. Chairman, while there may be some negative effects of the proposed truck specifications -- the new truck specifications that are proposed -- we believe that if the 55 mile per hour speed limit is maintained, the benefits gained from the enactment of this bill would outweigh the possible disadvantages."

Next a story on Transportation Improvement Act testimony.

"The U.S. Secretary of Transportation Claude Brinegar today said the railroads are in a 'mess' and he called for regulatory reform to avoid future 'Penn Centrals' and to improve conditions in the industry. He was testifying before the House Interstate and Foreign Commerce Committee on the Department's proposed Transportation Improvement Act of 1974. He commented that the legislation would also provide \$2 billion in Federal loan guarantee authority for needed financial assistance.

"He observe that while the railroad system 'is experiencing difficulty, it is not dying.' And, Secretary Brinegar concluded that it's time 'to take firm steps to reverse the decline and put (the railroads) back on the road to health.'

- 0 -

The St. Lawrence Seaway was officially open today - the earliest such opening date in the history of the facility.

Department of Transportation officials and their Canadian counterparts were on hand for the start of the '74 season, as a ship passed through the Eisenhower Lock at Massena, New York.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY
March 26, 1974

DOT 25-74
Phone: (202) 426-4321

The U.S. Department of Transportation today initiated a survey to determine the potential for increasing transportation energy conservation by strengthening international cooperative research programs.

A study team from the Department on March 26 began a survey of transportation energy conservation practices and related research in seven European countries.

"Until very recently, energy conservation has not been characteristic of the U.S. economy or life style," Secretary of Transportation Claude S. Brinegar said. "There is much we can learn from nations that long ago adjusted to the harsh reality of less abundant energy supply."

Niels de Terra and William Devereaux from the Office of the Secretary will conduct the first survey. They will confer with officials in France, West Germany, Italy, The Netherlands, Sweden, Switzerland and the United Kingdom.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-66

Broadcast: Wednesday, March 27, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, March 27, has an actuality with lead-in dealing with aircraft noise.

The U.S. Department of Transportation's Federal Aviation Administration has proposed two rules to lessen aircraft noise. Frederick Meister, Acting Associate Administrator for Plans for the FAA, said they go to the very heart of the aircraft noise problem:

MR. MEISTER: "The first notice requires the modification or phase-out of noisier jets over the next four years. Under this proposal, all operators of jets weighing 75,000 pounds or more will have the alternative of achieving the noise reduction goal by modifying existing aircraft, replacing them with quieter planes, or taking a combination of these actions. . . by mid-1978. When completed 100 percent of commercial airlines will meet new noise standards.

"The second FAA notice would require two-segment instrument landing system approach procedures to be utilized at 58 airports throughout the nation. Very simply, this two segment approach requires aircraft to make a steeper than usual glide slope on the initial part of the approach-to-land."

This has been an Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

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OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-67

Broadcast: Wednesday, March 27, 1974

The U.S. Department of Transportation Broadcast News Service for Wednesday, March 27, has two actualities on the Unified Transportation Assistance Program. Each follows a lead-in.

In a speech before highway officials of the North Atlantic States today in Washington, Federal Highway Administrator Norbert Tiemann explained proposed legislation under the Unified Transportation Assistance Program, or UTAP he said...

ADMINISTRATOR TIEMANN: "--It would assist urban areas in solving transportation problems that they are unable to handle alone.

--It would combine two separate and relatively inflexible capital programs that can, in varying ways, distort local decisions on transportation investment choices and transit operating practices.

--It would provide States and urban areas with an assured source of Federal funds over several years so that long-term planning can be done at local levels.

--It would add flexibility to our rural transportation program and, at relatively low cost, provide rural bus service for these rural and small urban areas."

Administrator Tiemann went on to outline what the legislation would mean for the District of Columbia and neighboring suburbs...

ADMINISTRATOR TIEMANN: "As an example of how UTAP would benefit cities, the actual 1968-1973 Federal-aid program level for the District of Columbia metropolitan area was \$63,752,000. DOT statisticians indicate that the estimated 1975-1980 UTAP apportionment would be \$72,513,000. So obviously, Washington and its Maryland and Virginia suburbs would benefit, greatly by the program areas."

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
March 28, 1974

DOT 26-74
Phone: (202) 426-4321

The newly-formed Advisory Committee on Transportation-related Signs and Symbols, a government and transportation industry-related group under the chairmanship of the U.S. Department of Transportation, has launched a program and timetable for developing a basic group of signs and symbols to speed users of public transportation on their way with a minimum of confusion and frustration.

The initial set of passenger-oriented signs and symbols selected by the committee will be tested at various Bicentennial sites before being recommended for general use.

Solely advisory, the committee's mission is to develop a comprehensive system of signs and symbols to serve U.S. domestic and international transportation needs. Those which prove most effective in field tests will be recommended as a uniform standard for adoption by the authorities and organizations responsible for providing signs and symbols in rail and bus stations, airports and cruise ships terminals.

Creation of this committee will intensify the wide range of activities in the field of signs and symbols carried on since 1970 by the Office of Facilitation of the U.S. Department of Transportation. These activities included frequent consultation with government and industry users of signs and symbols including port authorities, airport administrations and air carriers.

The committee has also had discussions with international transportation organizations to further efforts to develop systems of signs and symbols that would be compatible and provide practical assistance to travelers throughout the world.

The new committee should not be confused with the National Committee for Uniform Traffic Signals, Signs and Markings which seeks to make highway travel safer and less confusing.

Additional information can be obtained from: William R. Myers,
Executive Director, Advisory Committee on Transportation-Related Signs
and Symbols, U.S. Department of Transportation (TES-50), 400 Seventh
Street, S.W., Washington, D.C. 20590.

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BROADCAST NEWS SERVICE 74-68

Broadcast: Thursday, March 28, 1974

The U.S. Department of Transportation Broadcast News Service for Thursday, March 28 has an actuality on a new diagnostic auto test center, and a story on a Federal Aviation Administration advisory on engine emissions and fuel use. First the actuality following a lead in.

The Nation's first Federally-funded pilot demonstration of diagnostic auto inspection for safety and emission control opened for business today in Washington, D.C.

National Highway Traffic Safety Administrator James Gregory explained the project which will operate under a \$1.4 million dollar grant.

DR. GREGORY: "This project and four other State-grant projects are authorized under the Motor Vehicle Information and Cost Savings Act and will be administered by the National Highway Traffic Safety Administration of the Department of Transportation. These projects mark the beginning of a Federal-State effort to determine if the car owner can get better and less expensive repair work if he knows exactly what is wrong with his car to begin with and can have only those problems repaired. Motorists who volunteer will be offered a more extensive safety analysis of their cars along with an engine diagnosis to assist them in getting the necessary repairs."

- more -

Next, the story on an FAA Advisory.

In an advisory on ground procedures at airports issued today by the Department of Transportation's Federal Aviation Administration, recommendations were made to turbojet operators which would reduce engine emissions and conserve fuel. Test procedures conducted in November and December at Atlanta's International airport, demonstrated that from simply shutting down one or two engines of four engine jets on the ground, these fuel use and emission reductions can be obtained.

The advisory is not mandatory and the FAA recommends the procedure not be used during adverse weather conditions, or when the pilot-in-command considers them unsafe.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT R-17-74
Phone: (202) 426-4321

Secretary of Transportation Claude S. Brinegar today announced the appointment of seven new members to the Citizens' Advisory Committee on Transportation Quality.

The 21-member citizen committee evaluates departmental programs, recommends transportation initiatives and acts as a citizens' sounding board. Its members serve a maximum term of three years. Chairman of the committee is Ki Suh Park of Los Angeles, California.

The new members are:

Dorothea Brennan, Fairfield, Connecticut;

Holm Bursum III, Socorro, New Mexico;

Ruth J. Ellis, Atlanta, Georgia;

John W. Ormond, New Orleans, Louisiana;

Lillie Ann Owens, Kansas City, Kansas;

Frank N. Piasecki, Philadelphia, Pennsylvania; and

Elizabeth A. Straus, New York City, New York.

The present committee members include:

Henry F. Acchione, Philadelphia, Pennsylvania; William Boardman, Ketchikan, Alaska; William E. Dunn, Washington, D.C.; Mary N. Garrison, Austin, Texas; Juanita Greene, Miami, Florida; George M. Jones, San Rafael, California; Claud R. McCammett, Topeka, Kansas; W. Harvey McIntyre, Missoula, Montana; Harold Newman, Jamestown, North Dakota; Willard E. Robertson, New Orleans, Louisiana; Vincent Scoper, Jr., Laurel, Mississippi; Peter V. Ueberroth, Encino, California; and Alan Warner, New York City, New York.

The full committee will meet April 1-2 in Washington, D.C.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY WASHINGTON, D.C. 20590

BROADCAST NEWS SERVICE 74-69

Broadcast: Friday, March 29, 1974

The U.S. Department of Transportation Broadcast News Service for Friday, March 29, concerns a drop in highway fatalities.

Marking a trend that began in November, the total highway fatalities for February were down 774 below last years' figures for the same month. The 23% drop in fatalities was announced today by the Department of Transportation's National Highway Traffic Safety Administration, and is tied to the gasoline shortage. The safety agency has indicated that the estimated 2,600 lives saved since November are the result of reduced speed limits, and less driving.

This has been the Transportation News Report.

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DEPARTMENT OF TRANSPORTATION

NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, March 29, 1974

DOT-27-74
Phone: (202) 426-4321

Because of the potential impact of the nation's energy problems on aviation, the U.S. Department of Transportation will delay sending to Congress any legislative proposals for a greater degree of recovery of the costs of the Federal airport and airway system from civil aviation users.

In letters sent to Vice President Gerald Ford and Speaker of the House Carl Albert, Secretary of Transportation Claude S. Brinegar said that since energy problems could have a significant impact on civil aviation activity, "we have concluded that it would be inappropriate to submit legislative proposals until we understand these near-term issues more clearly. We will continue our analysis with the aim of submitting legislation to the Congress as soon as it appears appropriate to do so."

The Airport and Airway Development and Revenue Act of 1970 directed the Secretary of Transportation to determine the costs of the Federal airport and airway system, as well as how the costs should be allocated among the users of the system.

In September 1973, Secretary Brinegar submitted to Congress Part I of the Airport and Airway Cost Allocation Study.

The report concluded:

- * The overall level of cost recovery from the present system of aviation user taxes is inadequate.
- * The degree of recovery varies considerably among different classes of users.
- * The tax structure itself provides little incentive for efficient use of the system.

When submitting the September report, Secretary Brinegar said he planned to submit early in 1974 a second report containing recommended changes in the cost recovery method and proposals for legislative action.

While indicating that the Department was deferring any proposals aimed at greater cost recovery, Secretary Brinegar also noted that the Department would soon transmit to Congress legislation to make certain costs of operating the Federal airport and airway system eligible for financing from the Airport and Airway Trust Fund. This legislation would also authorize appropriations from the General Fund of the Treasury to cover the costs of the airport and airway system which are properly allocable to public use, including a share of the investment now fully funded by civil aviation user taxes, as well as the costs of all safety regulatory activities and certain overhead expenses of the Federal Aviation Administration

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